VTA’s BART Silicon Valley Phase II Extension Project

Downtown/Diridon Community Working Group
September 11, 2018
Agenda

• Follow-up Items & Work Plan
• Government Affairs Update
• Phase II Update
• Construction Education and Outreach Plan
• Relocation Planning
• Transit Oriented Development Strategy & Access Planning Studies Update
• Next Steps
Role of the CWG

- Be project liaisons
- Receive briefings on technical areas
- Receive project updates
- Build an understanding of the project
- Collaborate with VTA
- Contribute to the successful delivery of the project
Your Role as a CWG Member

- Attend CWG meetings
  - Bring your own binder (BYOB)
- Be honest
- Provide feedback
- Get informed
- Disseminate accurate information
- Act as conduits for information to community at large
## Role of the CWG Team

<table>
<thead>
<tr>
<th>CWG Team Member</th>
<th>Role</th>
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<tbody>
<tr>
<td>Eileen Goodwin</td>
<td>Facilitator</td>
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<td>Gretchen Baisa</td>
<td>Primary Outreach Contact</td>
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<td>Jill Gibson</td>
<td>Phase II Planning Manager</td>
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<td>Erin Sheelen</td>
<td>Technical Lead</td>
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<td>Charla Gomez</td>
<td>City of San Jose – Planning Liaison</td>
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<td>Eric Eidlin</td>
<td>City of San Jose – DOT Liaison</td>
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New CWG Dates
(http://www.vta.org/bart/upcomingmeetings)
• November 13, 2018 4:00 – 5:30 PM
• February 5, 2019, 4:00 – 6:00 PM
• April 16, 2019, 4:00 – 6:00 PM

VTA Board of Directors
(http://www.vta.org/get-involved/board-of-directors)
• October 4, 2018 – 5:30 PM
• November 1, 2018 – 5:30 PM

Diridon Station Joint Policy Advisory Board
(http://www.vta.org/get-involved/policy-advisory-board/diridon-station-joint-policy-advisory-board)
• December 14, 2018 – 3:00 PM
Follow-Up Items
Follow-Up Items

- Link to the TOD/Access Study Background Conditions Report and Station Profiles was emailed to CWG members
- Will update CWG members when station naming item is on future VTA Board agendas
- New funding plan will be distributed when it’s developed
Government Affairs Update

Aaron Quigley, VTA
Proposition 6

What is it?
- A California constitutional amendment repealing Senate Bill 1 (SB 1)
- On the November 2018 ballot
- VTA Board adopted a resolution in opposition

Impact
- Eliminates new SB 1 fuel taxes and Transportation Improvement Fees (TIF)
- Requires voter approval of future fuel taxes and vehicle fees
- Jeopardizes BART, Phase II funding from Transit and Intercity Rail Program
Other Funding Sources

Regional Measure 3
• A $3 toll increase on the region’s seven state-owned bridges, phased in by 2025
• Provides $375 million for the BART Silicon Valley Extension, Phase II
• Approved by 55% of voters across the nine Bay Area counties on June 5, 2018
• Legal challenge filed in July, 2018

2016 Measure B
Projected to generate $6.3 billion over 30 years:
• Funding for BART Silicon Valley Extension Phase II capped at $1.5 billion
• In appellate court, hearing schedule TBD
AB 2923 (Chiu)

Promotes transit-oriented development (TOD) near BART stations

- Applies only to the BART district, not Santa Clara County
- Requires new TOD zoning for parcels near stations by July 1, 2022
- Establishes minimum height, density, parking, and floor area ratio requirements

Status

Sent to the Governor for signature of veto on August 29
Phase II Update

Jill Gibson, VTA
Krishna Davey, VTA
Phase II Current Activities

- Continued Coordination with FTA on Federal Participation
- Continued Coordination with San José and Santa Clara Planning
- Field Activities: Geotechnical & Utility Investigations
- Planning for 3rd Party Agreements
- Right-of-Way Engineering & Real Estate Planning
- Developing Design Parameters & Criteria in Coordination with BART in advance of the General Engineering Consultant (GEC)
FTA Process
April 2018 – April 2019

• Certified Final Environmental Document (FTA Issued Record of Decision in June 2018)
• Preparing documentation for FTA Full Funding Grant Agreement

Engineering
April 2018 – April 2019

• Planning for Real Estate, Real Estate Due Diligence & Begin Real Estate Appraisal Review and Acquisition
• Continue Conceptual Engineering
• Procure General Engineering Contractor (GEC) & Begin Design
• Develop Master Cooperative Agreements with City partners
• Begin 3rd Party Utility Relocation Planning & Agreements
## Community Outreach & Public Engagement

**April 2018 – April 2019**

- Implement CEOP (Part A) – Planning & Develop CEOP (Part B) – Preconstruction
- Field Investigations Outreach
- Stakeholder Intake & Real Estate Permission to Enters (PTEs)

## Pre-Construction & Construction

**April 2018 – April 2019**

- Develop Contracting & Delivery Strategy
- Begin Construction Contract Sequence Planning
- Begin Utility Investigation/Potholing

## TOD & Station Access Planning

**April 2018 – April 2019**

- TOD Strategies & Access Planning Study
- San Jose Diridon Integrated Station Concept Plan
• The first visible field work on VTA’s BART Phase II is starting, although major construction is not expected to begin on the project until early 2020
• Geotechnical and utility data is required to further develop design plans for stations and tunnel
• Short-term, intermittent lane closures will be required at various sites
• Field work is expected to begin as soon as late September 2018
Equipment:

- Truck-mounted high-powered vacuum to remove soil around each utility
  
  • Crews will carefully remove soil to verify the precise location of underground utilities such as water, power, communications and sewer lines. Most utilities are located less than 6 feet down from the surface.

- Survey team to record the exact location of the utility

- Crews then backfill the hole and replace the pavement
Geotechnical Investigations

Equipment:
- Truck-mounted drill rig
  - Drill small diameter holes (about the size of a soda can) up to 150 feet deep to extract soil and groundwater samples for laboratory testing.

- Cone penetration test (CPT) truck
  - Additional data will be collected by pushing a 1.4” cone through the ground at a rate of 4 feet per minute, measuring resistance at the tip to correlate drill samples.
General Engineering Consultant (GEC)

RFP Issued: June 2018
Proposals Submitted: August 2018
Interviews: September 2018
Board Approval: November 2018
GEC Start: November/December 2018
Delivery Methods

Design-Bid-Build:
- Design completed to final level
- Bid, evaluation, and award
- Contractor performs work

Design-Build:
- Low level of design completed
- Design Build Contractor procured to complete design and build based on their approved means and methods
Proposed Contracting Strategy

**Enabling Works**
Design-bid-build

*Advanced work to facilitate tunneling and construction activities. Scope may include building demolition, hazardous material remediation, etc.*

**Tunnel & Heavy Civil**
Design-build

*Tunneling, excavation and structural concrete work of portals, stations, and ventilation facilities*

**Station Fit- Out**
Design-bid-build

*Station finishes including exterior, interior architecture, vertical circulation elements, etc.*

**Track & Systems**
Design-bid-build

*Track and systems installation and testing*

**Newhall Maintenance Facility/Santa Clara Station**
Design-bid-build

*All work for Newhall Yard and Santa Clara Station including track and systems*

**Parking Garages**
Design-build

*Parking structures at Alum Rock/ 28th Street and Santa Clara Stations*
GEC Scope of Work

Duration:
  • Estimated 8 years

Scope includes:
  • Development of:
    • Design criteria
    • Technical documents & specifications
    • Preliminary Design
    • Final Design
  • System integration
Preliminary Engineering (PE)

- First 18 months of GEC work

- Development of the following to a PE level for all proposed Contracts:
  1. Design Criteria
  2. Plans
  3. Specifications
Questions?
Community Education & Outreach Plan

Gretchen Baisa, VTA
Field Investigation Outreach

- Mailing to stakeholder lists within 750 feet of alignment
- E-blast newsletter
- Door to door outreach and flyer drop along impacted areas: 2 weeks before construction
- Door to door outreach: 72 hours before construction
- Social media outreach
- Short video clip explaining the overall purpose of this fieldwork
- Content created and shared with stakeholder groups

Phase II Construction Map coming soon:

[www.vta.org/bart/map](http://www.vta.org/bart/map)
Field Investigation Outreach

Upcoming Community Meetings

**September – October**

- San Jose Downtown Association – Commercial Property Owners
- Delmas Park Neighborhood Association
- East Santa Clara Street Business Association
- Shasta Hanchett Park Neighborhood Association
- San Jose District 6 Leadership Group
- San Jose Downtown Association – Historic District Committee
Phase II Collateral

General Outreach

FACT SHEET: VTA’s BART Silicon Valley Phase II Extension Project

Ventilation Facility

VTA’s BART Silicon Valley Phase II Project is a six-mile, four-station extension that will bring BART train service to Berryessa/North San Jose, through San Jose to the City of Santa Clara. The Phase II Project will include Berryessa/North San Jose, four new transit-oriented facilities, a maintenance facility, and storage yard, three new rapid rail stations at Berryessa/North San Jose, San Jose Diridon, and one new ground-level station Santa Clara. The subway tunnel will be 12 miles long. Benefits from the Phase II Project include:

- Project Benefits
- Increased ridership
- Improved commuting time
- Economic development
- Improved air quality
- Increased property values

What is a ventilation facility?

Ventilation facilities will be established along the tunnel alignment roughly half way between the underground stations. Each ventilation station will operate primarily to control air in and out of the tunnel during an emergency situation or for repair and maintenance. Ventilation stations include a ventilation building at the station site, which will accommodate the ventilation equipment for the station. Ventilation facilities will be constructed outside the public right-of-way, with a shaft connecting to the subway tunnels. During construction, including any repair work, there must be ventilation and air movement as well as containment impacts. VTA will continue to work with the cities of San Jose and Santa Clara, the construction contractor for the O&G facilities, property owners, and businesses to minimize impacts.

What can be seen from the street?

The ends of the tunnels will be approximately 1.5 to 2.0 feet high with the equipment housed in a structure approximately 30 to 60 feet wide and 12 feet high. The far openings would be located on the end of the structures. Proposed Transit-Oriented Joint Development (TJO) will incorporate the ventilation facilities into the existing neighborhood characteristics and include commercial, residential, or mixed-use development.

Tunneling Methodology

VTA’s BART Silicon Valley Phase II Project will include single-bore tunneling, a single, large-gauge tunnel, with approximately 40 to 50 feet in diameter. The tunneling will include the following:

- Single-bore tunneling
- Use of tunnel boring machine (TBM)
- Use of a single tunnel boring machine
- Use of a single tunneling methodology
- Use of a single Tunnel Boring Machine (TBM)
- Use of a single Tunnel Boring Machine (TBM) to tunnel through the City of Santa Clara
- Use of a single Tunnel Boring Machine (TBM) to tunnel through Berryessa/North San Jose
- Use of a single Tunnel Boring Machine (TBM) to tunnel through San Jose

Solutions that move you
Questions?
Relocation Planning

Kathy Bradley, VTA
Karen Eddleman, AR/WS
Real Estate Planning Process

- Environmental Clearance
- Preliminary Engineering and Testing
- Relocation Planning and Public Comment
- Final Relocation Plan to VTA Board for Adoption
- Property Acquisition and Relocation
Legal Framework for Relocation Planning

State Laws and Regulations
- CA Gov Code 7260 et seq.
- CA Code of Regulations, Title 25, Ch.6

Federal Laws and Regulations
- U. S. Code, Title 42, Chapter 61
- 49 Code of Federal Regulations, Part 24
Engage Property Owners
Engage Property Occupants
Present Project Information
Explain VTA’s Relocation Assistance Program
Conduct Area Research
Community Engagement
VTA’s Relocation Assistance Program

- Relocation Advisory Assistance
- Assistance with Moving Costs
- Residential Tenant Occupants: Rent Differential Payments
- Business Occupants: Additional Moving Costs & Reestablishment Assistance
Summary of Potential Impacts

9  Residential Tenant Occupants
47 Business Occupants
4  Personal Property Only
Draft Relocation Plan
Public Review and Comment Period

August 17 – September 17, 2018

www.vta.org/bart/construction/realestate
Next Steps

November CWG: Real Estate Planning Process
Questions?
Transit Oriented Development Strategy & Access Planning Studies Update

Adriano Rothschild, VTA
TOD and Access Strategy Study

**Land Use (TOD) Strategy**
- Strategies to increase investment in TOD
- Detailed implementation strategy to catalyze TOD

**Access Planning**
- Multimodal access planning around stations
- Designed to meet needs of future TOD

Kick-off: January 2018
Estimated Completion: Spring 2019

- Alum Rock/28th Street Station
- Downtown San José Station
- Diridon Station (Separate Effort)
- Santa Clara Station

Solutions that move you
Study Timeline and Work Plan Elements

**Background Conditions**
Jan.-May
- Define Study Area Boundaries
- Identify Existing Opportunity Sites
- Evaluate Existing Parking Supply & Demand
- Identify Existing Affordable Housing
- GIS Mapping of Existing and Planned Networks

**Corridor Opportunities & Constraints**
Mar.-Sept.
- Determine Growth Projections for Study Area
- Determine Development Capacity
- Identify TOD Potential and Barriers to TOD
- Identify Potential for Land Use & Zoning Modifications
- Gaps in Access Network; Transportation Capacity Constraints

**Implementation Strategies & Tools**
Oct.-Mar. 2019
- Strategies for Creating a Market for TOD
- TOD Guidelines for public & private space improvements
- Funding and Implementation Strategies
- Visual Renderings with TOD Opportunities/Options

We Are Here
CWG Workshops

- April – What is Good TOD?
- September – TOD Opportunities and Constraints
- November – TOD Strategies and Guidelines
- April 2019 – Final Report, Next Steps
Questions?
Next Steps

Eileen Goodwin, Facilitator
Next Steps

- Next CWG meeting:
  Tuesday, November 13th - 4:00-5:30 PM
  San Jose City Hall Wing 118/119 ~ 200 E Santa Clara St, San Jose, CA 95113
  - Phase II Update
  - Transit Oriented Development Strategy & Access Planning Studies Update
  - Construction Education & Outreach Plan
  - FTA Process
  - Real Estate Planning Process
  - Pre-Construction Activities Update

- Action Items
- Parking Lot Items